

1890.

THIRTY-SIXTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Lehigh Valley Railroad Company

TO THE

STOCKHOLDERS.

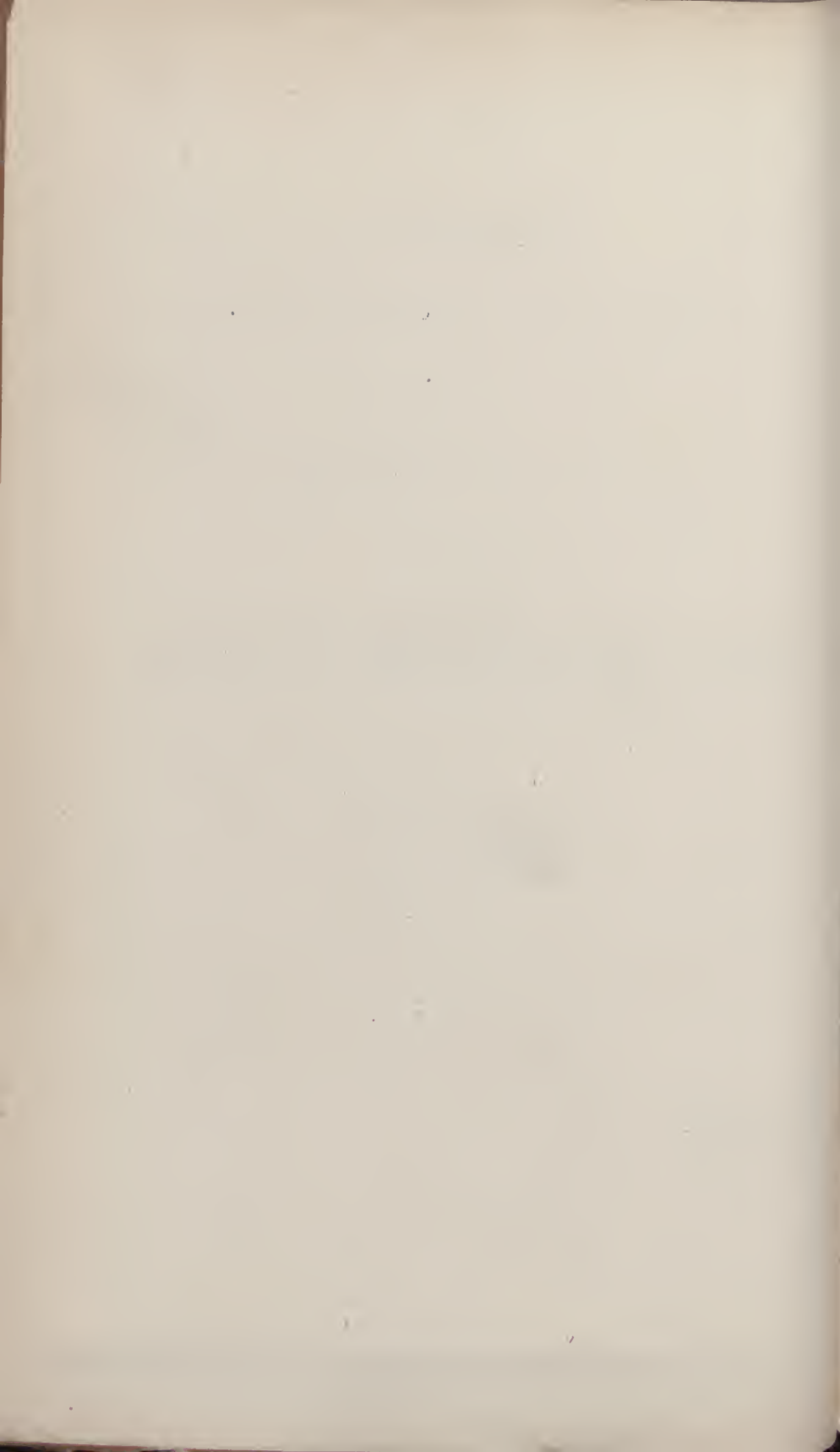
JANUARY 20th, 1891.

PHILADELPHIA:

ALLEN, LANE & SCOTT'S PRINTING HOUSE,

NOS. 229-231-233 SOUTH FIFTH STREET.

1891.



1890.

THIRTY-SIXTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

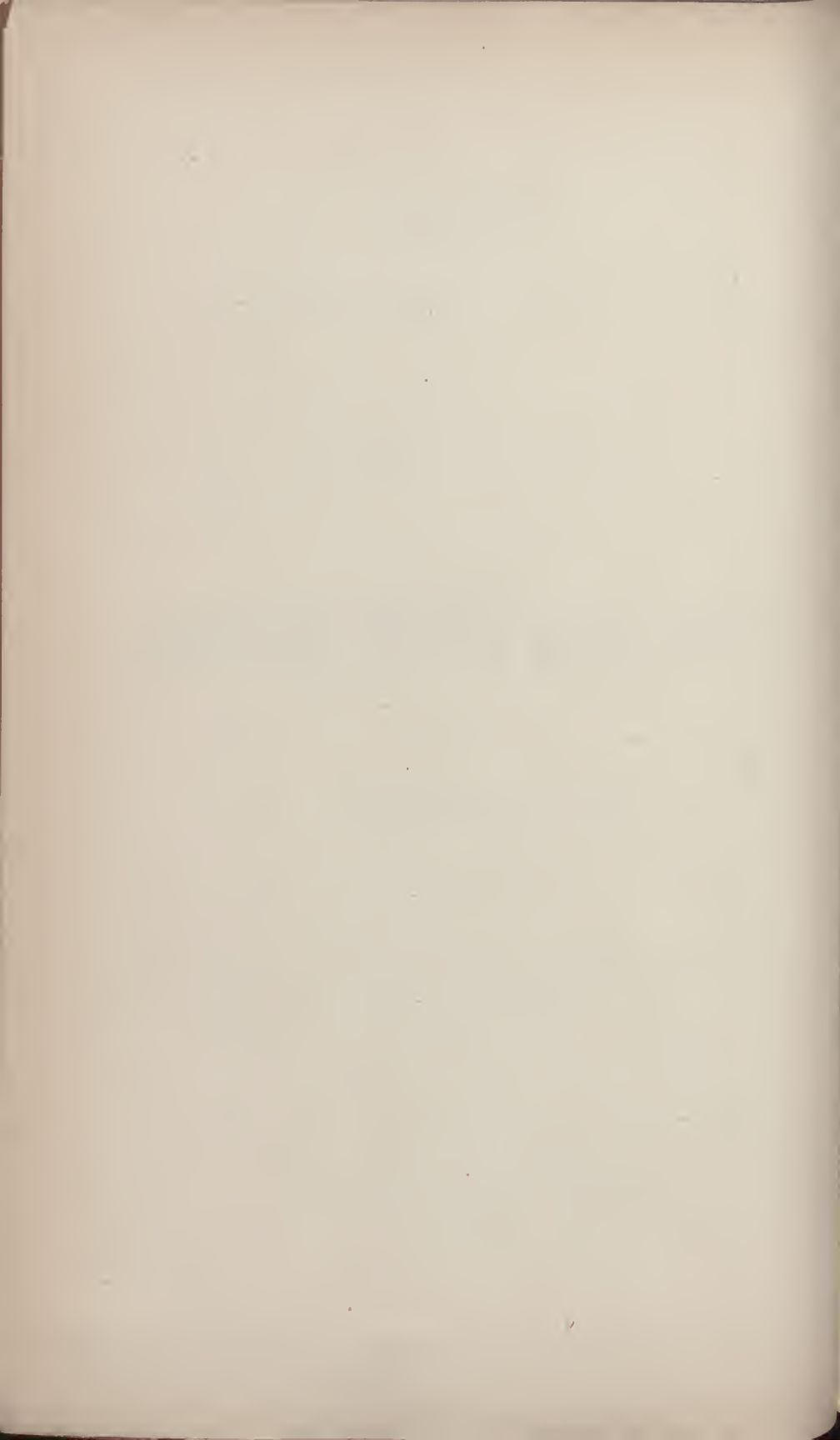
Lehigh Valley Railroad Company

TO THE

STOCKHOLDERS.

JANUARY 20th, 1891.

PHILADELPHIA:
ALLEN, LANE & SCOTT'S PRINTING HOUSE,
Nos. 229-231-233 SOUTH FIFTH STREET.
1891.



OFFICERS

OF THE

Lehigh Valley Railroad Company.

JANUARY 20th, 1891.

PRESIDENT,

ELISHA P. WILBUR.

VICE-PRESIDENT,

CHARLES HARTSHORNE.

SECOND VICE-PRESIDENT,

ROBERT H. SAYRE.

THIRD VICE-PRESIDENT,

JOHN B. GARRETT.

TREASURER,

WM. C. ALDERSON.

SECRETARY,

JOHN R. FANSHAW.

COMPTROLLER,

ISAAC McQUILKIN.

DIRECTORS:

CHARLES HARTSHORNE,
WILLIAM L. CONYNGHAM,
ARIO PARDEE,
WILLIAM A. INGHAM,
ROBERT H. SAYRE,
JAMES I. BLAKSLEE,

JOHN R. FELL,
ROBERT A. LAMBERTON,
JOHN B. GARRETT,
CHARLES O. SKEER,
CALVIN PARDEE,
GEORGE C. THOMAS.

OPERATING DEPARTMENT.

GENERAL TRAFFIC MANAGER,
JOHN TAYLOR.

GENERAL
EASTERN SUPERINTENDENT,
H. STANLEY GOODWIN.

GENERAL
NORTHERN SUPERINTENDENT,
WILLIAM STEVENSON.

GENERAL PASSENGER AGENT,
E. B. BYINGTON.

GENERAL MANAGER OF LEHIGH VALLEY
TRANSPORTATION COMPANY,
W. P. HENRY.

OFFICERS

OF THE

Lehigh Valley Coal Company.

PRESIDENT,

ELISHA P. WILBUR.

VICE-PRESIDENT,

CHARLES HARTSHORNE.

TREASURER,

ISRAEL W. MORRIS.

SECRETARY,

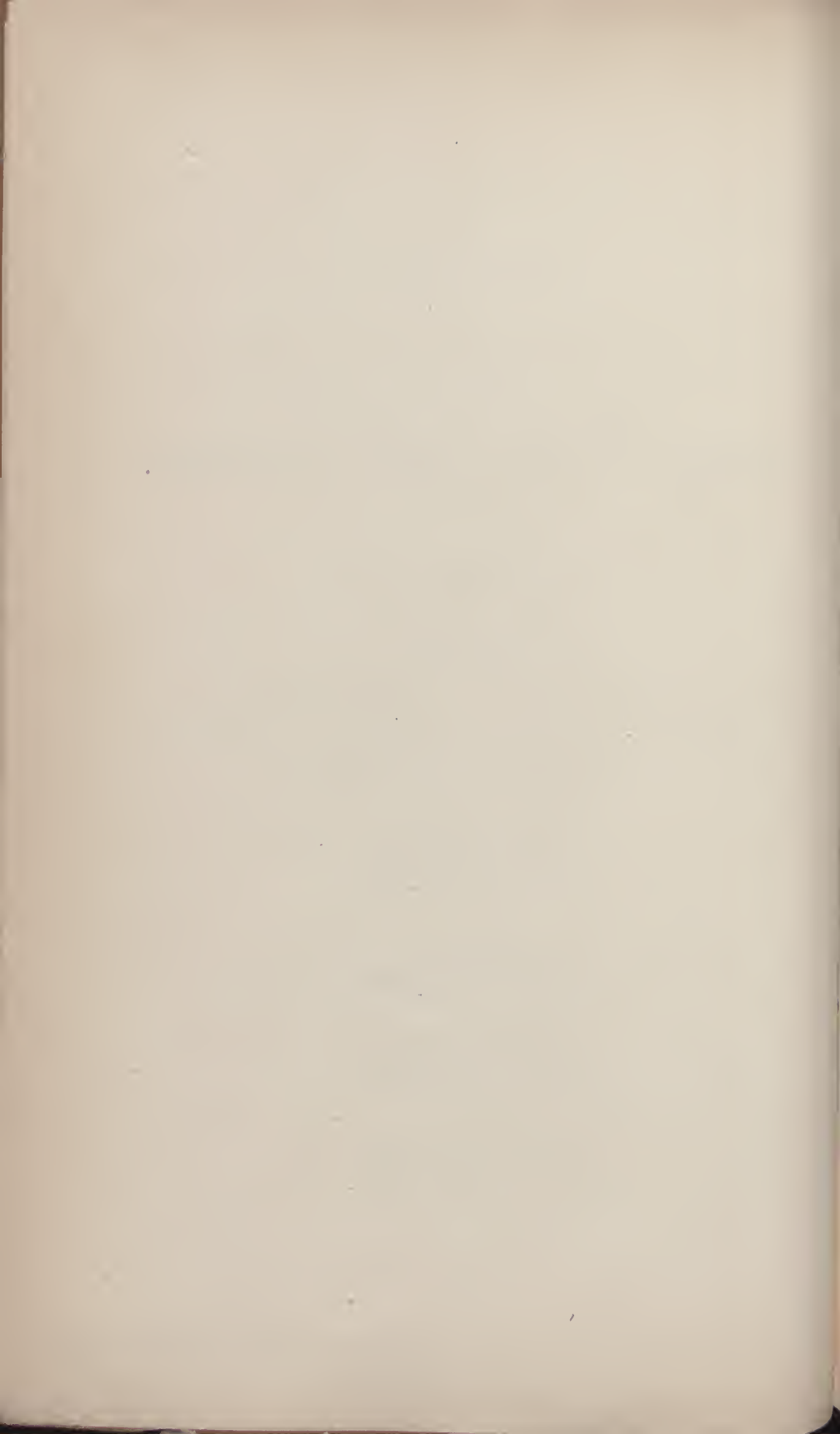
JOHN R. FANSHAW.

GENERAL SUPERINTENDENT,

W. A. LATHROP.

GENERAL COAL AGENT,

WILLIAM H. SAYRE.



ANNUAL REPORT.

OF THE

Lehigh Valley Railroad Company

FOR THE FISCAL YEAR ENDING NOVEMBER 30th, 1890.

JANUARY 20th, 1891.

The total tonnage for the fiscal year ending November 30th, 1890, as compared with the previous year, was as follows:—

TOTAL TONNAGE OVER ROAD.

	1890.	1889.	INCREASE AND DECREASE.
Anthracite coal	8,126,629	8,323,594	Dec. 196,965
Bituminous coal and coke . .	360,949	283,444	Inc. 77,505
Miscellaneous freight	4,971,706	4,205,713	Inc. 765,993
	13,459,284	12,812,751	Inc. 646,533

To conform to State and Interstate reports, all of which are required in net tons, a comparative statement of the foregoing tonnage, some of which is stated in gross tons, is presented in tons of 2000 pounds, and will hereafter be so reported.

TOTAL TONNAGE OVER ROAD IN TONS OF 2000 POUNDS.

	1890.	1889.	INCREASE AND DECREASE.
Anthracite coal	9,101,824	9,322,425	Dec. 220,601
Bituminous coal and coke . .	386,358	283,444	Inc. 102,914
Miscellaneous freight	4,971,706	4,205,713	Inc. 765,993
	14,459,888	13,811,582	Inc. 648,306

The decrease of about 200,000 tons in our anthracite coal tonnage has been offset by an increase in the miscellaneous freight tonnage, resulting in an increase for the year of total tonnage carried over the road of nearly 650,000 tons.

TONS CARRIED ONE MILE.

	1890.	1889.	INCREASE AND DECREASE.
Anthracite coal	937,363,086	1,001,194,520	Dec. 63,831,434
Bituminous coal and coke . .	24,707,084	17,511,721	Inc. 7,195,363
Miscellaneous freight	744,550,288	594,201,206	Inc. 150,349,082
	1,706,620,458	1,612,907,447	Inc. 93,713,011

AVERAGE FREIGHT RATES.

	1890.	1889.
Average rate per ton on coal	85 $\frac{30}{100}$ cents.	90 cents.
Average rate per ton per mile on coal .	$\frac{841}{1000}$ cent.	$\frac{849}{1000}$ cent.
Average rate per ton on miscellaneous freight	104 $\frac{96}{100}$ cents.	103 $\frac{9}{100}$ cents.
Average rate per ton per mile on miscellaneous freight	$\frac{701}{1000}$ cent.	$\frac{730}{1000}$ cent.
Average rate per ton on total tonnage .	92 $\frac{6}{100}$ cents.	94 cents.
Average rate per ton per mile on total tonnage	$\frac{780}{1000}$ cent.	$\frac{805}{1000}$ cent.

PASSENGER TRAFFIC.

	1890.	1889.	INCREASE.
Number of passengers carried over road	5,191,821	4,696,683	495,138
Number of passengers carried one mile	86,618,528	75,117,608	11,500,920

AVERAGES.

	1890.	1889.
Average mileage per passenger	16 $\frac{88}{100}$ miles.	16 miles.
“ receipts per passenger :	37 $\frac{84}{100}$ cents.	36 $\frac{77}{100}$ cents.
“ rate per mile	2 $\frac{28}{100}$ cents.	2 $\frac{298}{1000}$ cents.

The operations of the railroad system for the past year have resulted as follows:—

TRANSPORTATION EARNINGS :

From coal	\$8,093,860 63
“ miscellaneous freight	5,218,204 70
“ passengers	1,954,048 20
“ express and mail	157,245 49
“ other items	304,635 67
Income from investments and other sources	1,704,012 47

	\$17,432,007 16
COST OF OPERATION, including rental of leased lines	11,951,771 26
Net revenue	\$5,480,235 90

Against which there has been charged:—

General expenses, interest on floating debt, taxes, loss on Morris Canal, &c.	\$694,258 53
INTEREST on bonds (including interest on guaranteed bonds and stocks)	2,651,120 00
DIVIDENDS on preferred and common stock	2,027,370 00
	<u>5,372,748 53</u>
Leaving	\$107,487 37
to be added to the credit of profit and loss account.	

The guaranteed bonds and stocks on which interest has been included as above are as follows:—

Pennsylvania and New York Canal and Railroad Company:—

Seven per cent. bonds, due 1896	\$1,500,000
Seven per cent. bonds, due 1906	1,500,000
Five per cent. bonds, due 1939	4,000,000
Four per cent. bonds, due 1939	3,000,000

\$10,000,000

Easton and Amboy Railroad Company, five per cent. bonds, due in 1920	6,000,000
--	-----------

Morris Canal and Banking Company:—

Preferred stock, ten per cent.	\$1,175,000
Consolidated stock, four per cent.	1,025,000

2,200,000

\$18,200,000

Our capital account at the close of the fiscal year stood as follows:—

Preferred stock	\$106,300
Common stock (including scrip not yet converted)	40,335,010

\$40,441,310

First mortgage, six per cent. bonds, due in 1898 (coupon and registered)	5,000,000
--	-----------

Second mortgage, seven per cent. bonds, due in 1910 (registered)	6,000,000
--	-----------

Consolidated mortgage, six per cent. bonds, due (except sterling and annuity bonds) in 1923:—

Sterling	\$2,439,000
Coupon	1,606,000
Registered	7,035,000
Annuity	3,535,000

14,615,000

\$66,056,310

Two hundred and fifty-four of the sterling bonds were drawn, payable December 1st, 1890, leaving \$2,185,000 bearing interest from that date.

The net receipts at mines for all coal mined and sold by the Lehigh Valley Coal Company, including that sold for other persons, and including royalties from lands leased by it to others, aggregated nearly \$5,000,000.

The result of its year's business, after deducting expenses of every description, royalties upon coal mined from lands leased to the Company, 25 cents per ton upon coal mined from its own lands and 15 cents per ton for improvement depreciation upon all coal mined by it, shows a small profit for the year.

The 25 cents per ton upon the coal mined from the Company's lands as above stated, and all royalties received upon coal mined from lands leased by the Company to other persons, are applied to reduction of the cost of such lands upon the books of the coal company, and are not included in the revenue of the railroad company.

There have also been paid during this and previous years minimum royalties amounting to about \$2,000,000 for coal upon lands leased to the Company, not yet mined, but which it is entitled to mine without further payment. It is estimated that these applications of royalties will have paid the entire cost of the several properties many years before the coal thereon shall be exhausted.

The operations of the Lehigh Valley Coal Company for the year ending November 30th, 1890, condensed from the very full report of W. A. Lathrop, General Superintendent, compared with two preceding years, were as follows:—

TONS.

	1890.	1889.	1888.
Amount of coal shipped from colleries owned and operated by the company	1,464,509	1,549,784	1,649,316
Amount of coal shipped by ten- ants of the company	2,499,562	2,280,721	2,057,369
	3,964,071	3,830,505	3,706,685

It will be noticed by a comparison of the above statement that the tonnage shipped by the Lehigh Valley Coal Company has decreased at the rate of nearly 100,000 tons yearly

since 1888 from the collieries operated by it, notwithstanding the fact that two new ones in the Wyoming Region, viz., Heidelberg No. 2 and Franklin, have been added during that time to the number operated by the Company. One (Enterprise) has been purchased, two others (Maltby and Mineral Spring), which have been idle since 1885, have been put into producing condition, and at the remainder the producing capacity of every one of them has been materially increased.

On the other hand it will be noticed that the coal shipped by our tenants has been steadily increasing during the same period in greater ratio than ours has decreased.

This accords with the statement made in the annual report for the year 1873, as follows:—

“The policy of the Company has always been to encourage development by private parties, and in a great degree reserve our own lands for future workings.”

The acreage of anthracite coal lands owned and controlled under lease by the railroad and coal companies, not including the Treverton and Snow Shoe properties, and not including that belonging to other companies in which we are interested through ownership of stock therein, is about 55,000 acres, nearly all of which is within the coal measures.

The product of the Snow Shoe property was as follows:—

	1890.	1889.	1888.
Bituminous coal . . .	131,294 tons.	103,106 tons.	120,736 tons.
Coke	39,952 “	1,070 “	28,472 “
Timber	1,510,942 feet.	2,740,476 feet.	2,250,657 feet.
Railroad ties	3,565	2,909	2,500
Wood	241 cords.		
Shingle bolts	192 “		
Stone	75 cars.		

Notwithstanding the fact that during the spring and early summer months the total shipments of anthracite coal from

all regions are from one and one-half to two millions of tons per month less than they are during the autumn, when the demand for domestic sizes is greatest, there is necessarily an accumulation of prepared sizes, due to the fact that the market for manufacturers' coal, which is nearly uniform throughout the year, can only be supplied by producing at the same time the unsalable sizes, which must be temporarily stored. This is done by us at Perth Amboy, where we have storage capacity for 205,000 tons, and to a less extent at Buffalo. The several sizes belonging to each shipper must be stored separately, adding very largely to the cost of storage and shipping expenses, as when needed the coal must be reloaded into cars, screened, weighed, and shipped over the docks into vessels. Owing to the value of lands and cost of storage facilities at tide shipping points a large tract of land has been procured at South Plainfield, N. J., adjacent to our tracks, at the junction of the Easton and Amboy line leading to Perth Amboy with our new line leading to New York Harbor. This tract is to be used as a depot for the temporary storage of coal in transit through the State of New Jersey. Under a contract with The Dodge Coal Storage Company a storage plant constructed entirely of iron is being erected, and will be put in operation about April 1st next, with a present capacity of 360,000 tons, and which is so designed as to be capable of increase to a capacity of 1,250,000 tons when needed.

At Cheektowaga, near the city limits of Buffalo, upon the property of The Lehigh Valley Rail Way Company, a covered storage terminal has been completed and is now ready for use, with a capacity of 150,000 tons.

The two steel steamers referred to in last report were delivered to the Lehigh Valley Transportation Company and put in service upon the opening of navigation on the lakes. Its fleet now consists of five steel steamers and six wooden steamers, which adds largely to the business of our road. The rates, however, on lake transportation during the past year have been so low as to leave but small margin of profit.

The Geneva and Sayre Railroad Company, the Geneva and

Van Etnenville Railway Company, the Buffalo and Geneva Railway Company, the Auburn and Ithaca Railway Company, and the Lehigh Valley Railway Company have been consolidated under the title of The Lehigh Valley Rail Way Company, and that company has now under contract the line between Buffalo and Geneva, and an additional line from Geneva to Van Etnenville. It is hoped that the whole line will be completed and ready for traffic within the current year.

An agreement has been entered into between The Lehigh Valley Rail Way Company and the Rome, Watertown and Ogdensburg Railroad Company for the use of the Rail Way Company's terminals in Buffalo by the latter company, and by the Buffalo, Thousand Islands and Portland Railroad, now under construction.

In order to pay for the expenditures already made, and to provide sufficient funds for the new work now under operation, a mortgage upon the entire plant of the reorganized company in the State of New York—The Lehigh Valley Rail Way Company—was created for \$15,000,000 for the securing of that amount of bonds at $4\frac{1}{2}$ per cent. per annum interest; the said bonds running for fifty years from July 1st, 1890. Of these bonds \$6,300,000 have been already sold after having been guaranteed by our Company. No interest matured upon them during our last fiscal year but it will hereafter appear in our accounts.

The \$600,000 of Ithaca and Athens Railroad Company seven per cent. bonds, issued under a mortgage of that company, became due July 1st last. The bonds have all been paid and the mortgage has been duly canceled. This leaves the \$15,000,000 Lehigh Valley Rail Way Company mortgage, recently executed, as the only mortgage obligation existing against our New York railroad corporation.

The Easton and Northern Railroad Company, promoted by us, has completed its line from Easton up the valley of the Bushkill Creek, about 8 miles to a junction with the Bangor and Portland Railroad at Belfast. It was opened for traffic on September 29th, 1890, and is now under operation by the latter company.

To be of value to our Company and enable us to reach the manufactories upon its line, and to have direct access to the great slate and iron-ore region tributary to it, a physical connection must be had. The opposition manifested towards such a connection through the city of Easton by a portion of the citizens has induced us to look to a connection outside of the city limits. The matter is now under consideration, and will be determined at an early day.

Further extension of the improvements at the Morris Canal Basin in Jersey City has been made during the past year, and will be continued during the present year. Nearly 600,000 tons of freight were handled over them during our last fiscal year.

Work has also progressed upon the line eastward from Roselle, and the road is now completed to a connection at Newark with the Pennsylvania Railroad, and will be ready for operation before February 1st, 1891. This reduces our distance between South Plainfield and New York City between 4 and 5 miles. Steady progress is being made with the extension across Newark Bay to a connection with the National Docks Railroad, in which we have purchased an interest, and which is now in operation between a connection with the Pennsylvania Railroad at Point of Rocks, and Communipaw Avenue in Jersey City. An extension, under the title of the Bergen Neck Railroad, to Constable's Hook, with its large and growing industries, is now under construction; this will give us a road about 6 miles in length parallel with and contiguous to New York Bay. Ample property has been secured to provide facilities for any increase in our miscellaneous freight business, and for shipment of coal for the supply of the city and harbor of New York, at a considerable reduction in cost from our present route via Perth Amboy.

There have been expended during the year upon these improvements and in the purchase of properties over \$2,000,000, and further expenditure will be necessary during the coming year to complete them, which it is hoped to do simultaneously with the extensions northwardly to Buffalo.

The Jordan Loop and new passenger station at Allentown

were completed and put in use on May 12th, 1890, and a branch from Jordan Loop westwardly to the fair-ground at Seventeenth and Liberty Streets, Allentown, was put in use September 29th, 1890. This is being extended to a junction with Barber's Branch and will, when completed, form a belt-line around the city of Allentown.

A new and commodious passenger station has been completed and brought into use at Easton, giving ample facilities for the growing and important passenger traffic of that city.

The Schuylkill and Lehigh Valley Railroad, operated by us as the Pottsville Division, was put in operation to Schuylkill Haven and Pottsville on August 18th, 1890, and on September 15th, 1890, the line was opened from Schuylkill Haven to Blackwood, and the first coal train brought out, it being the thirty-fifth anniversary of the hauling of the first coal train over the main line of the Lehigh Valley Railroad between Mauch Chunk and Phillipsburg.

This line, giving us access to the important valley of the Schuylkill, opens up to our system a large area of coal lands tributary to our interests, and should in the near future contribute largely to the revenues of our company.

The shipments this year from the Blackwood Colliery of Lehigh Valley Coal Company will probably reach 100,000 tons, and other improvements are under way and in contemplation which will be completed before the end of the year.

The track has been further extended to a connection with the People's Railway, over which trackage for all classes of our trains has been secured, giving us an entrance into Minersville, and to all points on that road, and also into Pottsville from Blackwood and neighboring collieries.

In addition to the foregoing, the reports of H. Stanley Goodwin, General Eastern Superintendent, and William Stevenson, General Northern Superintendent, show that the following additional work in the extension and improvement of our property has been done during the past year:—

The double track on Wyoming Division has been increased between Blake's and Summit on main line 3.21 miles, and on

mountain cut-off 1.90 miles, and on Mahanoy Division, between Ormrod's Switch and Centralia, 3.65 miles, making a continuous double track from Black Creek Junction to Centralia, with the exception of a few hundred feet at Quakake Junction.

1.49 miles of main track and 10.90 miles of additional sidings have been laid in Buffalo. The Loyalsock Railroad has been extended 4.28 miles, and 1.73 miles of sidings have been added. We have also extended the Wilkesbarre and Harvey's Lake Branch 1.17 miles, and have added to it 1.96 miles of sidings. 1.63 additional miles of sidings have been added to the West Pittston Branch.

We have built during the year the Auburn and Ithaca Branch, a distance of 6.2 miles, forming a new and shorter route between those two cities.

The work on the Musconetcong Tunnel has been completed.

New passenger stations have been erected at Woodfern, Grandin, and Stockton Street, Phillipsburg; at Hamilton Street, Gordon Street, and Furnace Bridge Allentown; and at Drake's Creek, Lizard Creek Junction, Andreas, Kepner, and Rausch's.

New passenger stations are under construction at Picton, Marconnier, Bound Brook, and Orwigsburg.

New freight houses have been erected at Linden Street, Allentown; Rockdale, Sandy Run, Lofty, Mahanoy City, Freeville, and Tifft Farm, Buffalo.

Other buildings have been erected as follows:—

A cooperage storehouse at Jersey City.

Coal trestles at South Plainfield, Glen Summit, and Gordon Street, Allentown.

Cattle-pens at Allentown, White Hall, Slatington, McKeanburg, and Spring Garden Junction.

One engine-house at White Haven.

New carpenter's shop at Wilkesbarre.

Ice-houses at Jersey City and Sayre.

Locomotive repair shop at Buffalo, &c.

We have built one iron truss-girder bridge over the Mehoo-pany Creek; two plate-girder bridges over Bowman's Creek;

three plate-girder bridges on the Harvey's Lake Branch. The iron bridge over the Chemung River at Athens having been found to be too weak for our increasing business, work was commenced upon a new one in August, which will be completed during the spring, and will greatly improve our line at this point.

The work of filling in at Fair Haven Bay has been continued, and storage tracks 5672 feet in length have been built. Additional room for coal-storing trestle has also been made, about 19,500 cubic yards of earth having been used.

The Barber trestle at Auburn, requiring 11,000 cubic yards of earth, has been filled.

The following additions have been made to the Company's equipment during the past year:—

BUILT AT OUR OWN SHOPS:

Locomotives	21
Passenger cars	12
Combination car	1
Horse car	1
Coal cars, 8-wheeled	26
House cars	300
Gondola cars	120
Caboose cars	42
Wreck and tool cars	3
Service train caboose cars	30
“ “ flat cars	88
Supply cars	5
Snow flangers	3
Snow plows	2
Refrigerator cars	100
Dirt cars	80
Flat car	1
Dump cars	81
Mine cars for Lehigh Valley Coal Company	130

PURCHASED:

Locomotive	1
Passenger cars	10
House cars	2,158
Stock cars	300
Combination cars	4
Flat cars	9

In addition to the above, the following are now being built at the Company's shops:—

Lehigh Valley standard stock cars	200
Eastman heater cars	150
Refrigerator cars	100
Gondola coal cars	98
Gondola cars	71
Caboose cars	8
Workmen's cars	2
80,000 pounds capacity flat car	1

There are also being built under contract 16 locomotives at the Baldwin Locomotive Works, and 2000 house cars at various car-shops in Eastern Pennsylvania. 1000 twin-hopper gondola coal cars will also be required, and will be provided in advance of the active coal movement of the current year.

All of the above-recited additions to equipment have been and are being made without resort to car trusts, and are, consequently, an additional security for the Company's mortgage bonds. In order to provide in part for the expenditures for additional equipment, and for the various extensions of the railroad lines and terminals, we have authorized the sale of \$3,000,000 of the Consolidated Mortgage Bonds, with interest thereon reduced from six per cent. to four and one-half per cent. per annum.

Our equipment on November 30th, 1890, was as follows:—

CLASSIFICATION.	NUMBER OF CARS.
Locomotives	560
Chair cars	12
Parlor cars	2
Passenger cars	174
Pay car	1
Private cars	3
Combination cars	43
Baggage and mail cars	30
Express cars	21
Palace horse car	1
Fruit cars	12
Caboose cars, eight-wheeled	37
“ four-wheeled	217
Stock cars	397
Platform cars, eight-wheeled	485

Platform cars, six-wheeled	50
" twelve-wheeled	1
Gondola cars	1,991
Bark cars	50
Lime cars	67
Oil cars	258
Grain and hay cars	114
Peach cars	130
Furniture cars	2
Provision cars	60
Beer cars	30
Heater cars	150
Lumber cars	300
Georgian Bay Lumber Line cars	150
Lehigh Valley Despatch cars	525
Traders' Despatch cars	800
Refrigerator cars (Tiffany)	50
" (Wickes)	200
Coke cars	50
Lehigh and Wabash Despatch cars	800
House cars	5,612
Coal cars, four-wheeled	26,611
" eight-wheeled	7,192

Also the following cars assigned to special service in work trains, &c. :—

Dump cars	498
Wreck and tool cars	77
Water cars	5
Tunnel cars, eight-wheeled	2
" four-wheeled	74
Caboose cars	65
Supply cars, four-wheeled	30
" eight-wheeled	31
Flat cars	306
Dirt cars	128
Snow plows	7
Flangers	7

The length of lines embraced in the Lehigh Valley system, including second track, branches, &c., are as follows :—

Main track	579.84 miles.
Second track	305.37 "
Sidings	490.07 "
Branches and their sidings	479.77 "
Total	1,855.05 "

Since the date of the last annual report the work on the water-works, now being constructed by the East Jersey Water Company, has been progressing steadily and favorably. The two large storage reservoirs, requisite to make available the portion of the waters controlled by that Company, devoted to the Newark contract, will be completed during the coming summer, and the third or intake reservoir, on the Pequannock River, will also be finished far within the contract time. All the steel required for the pipe line has been contracted for, and a considerable portion has been delivered and manufactured into pipe at the works of the contractors, at Paterson, and about two miles of the pipe have been laid. There is no good reason to doubt that all the works needed by the Newark contract will be duly completed by or before the date called for—May 1st, 1892.

The Pennsylvania, Poughkeepsie and Boston Railroad, which connects with our road at Slatington, was opened for business about January 1st, 1890. This road gives us an additional line by which Boston and interior New England points may be reached.

It is with regret that we are called upon to record the sudden death, on September 12th last, of Mr. William Brockie, a member of the Board. The following was entered by the Directors upon their minutes:—

William Brockie, a Director of this Company, was suddenly stricken with apoplexy, while on the way to his office, on the morning of September 12th, 1890, and expired in a few minutes. Though a member of this Board less than three years, he had endeared himself to his associates by his uniform urbanity and many personal qualities. He had accepted the duties of his office with a full sense of their responsibility, and was watchful to promote the Company's interests in every way within his power. His counsel was especially valued in financial and maritime questions, in which he had large experience. He was an unselfish and public-spirited citizen, whose co-operation was largely sought on schemes for the promotion of the material prosperity of Philadelphia and the

best welfare of its citizens. His relations to the church of which he was a member were observed with conscientious fidelity.

Mr. George C. Thomas, of Philadelphia, was elected to fill the vacancy.

We also lost by death, on the 18th instant, Mr. A. G. Brodhead, of Mauch Chunk, the Superintendent of our Beaver Meadow Division. Mr. Brodhead has occupied that position since our consolidation with the Beaver Meadow Railroad and Coal Company in 1864, with which Company he had previously been identified for a number of years. We regret the death of one whose long service and association have necessarily endeared him to the various officers of our Company.

By order of the Board of Directors,

E. P. WILBUR,

President.

